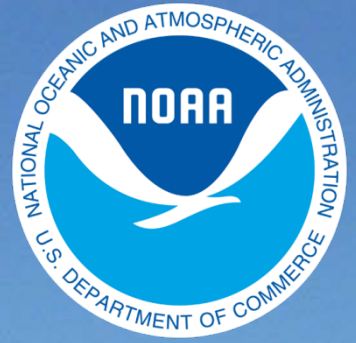


BookletChart™

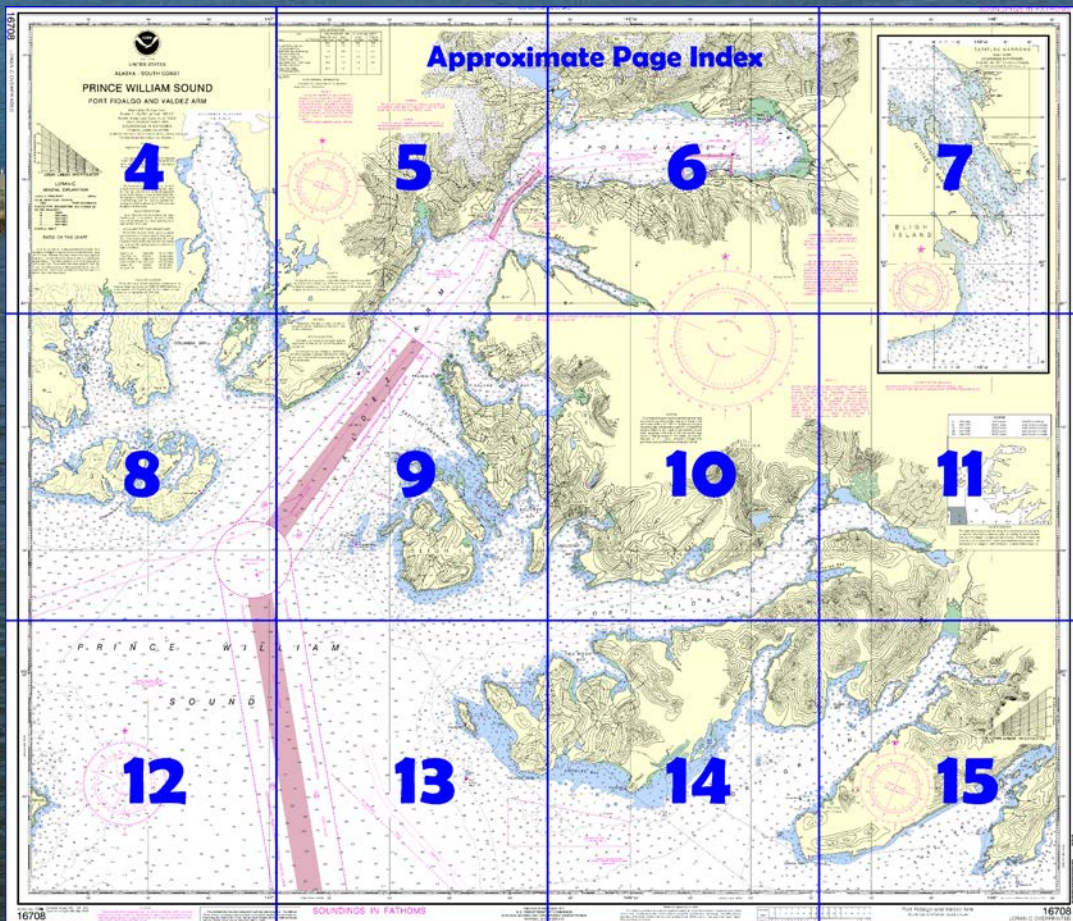


Prince William Sound – Port Fidalgo and Valdez Arm **NOAA Chart 16708**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16708>.



(Selected Excerpts from Coast Pilot)

Valdez Narrows is about 0.8 mile wide, with deep water and bold shores. **Middle Rock**, near the middle of the N end of the narrows and marked by a light, is a pinnacle barely covered at extreme high tides. A shoal, W of the light, extends E from the mainland about 0.3 mile. The shoal consists of a rock covered 3 feet at the inner end, a 2½-fathom depth at the outer end, and a wooded islet in between. The tidal currents in the narrows are too weak and variable to

be predicted, however, it is reported that deep-draft tankers maneuvering at the regulated low speed of 6 knots will be affected

appreciably by the currents. Speed adjustments may be necessary to lessen the effect of the currents on deep-draft vessels.

Entrance Point, 1 mile N of Jack Bay on the E side of Valdez Narrows, and **Potato Point**, on the W side of the narrows, are marked by lights. **Entrance Island**, 1.2 mile E of Middle Rock, is marked by a light. **Port Valdez** is the designation given the body of water extending from Valdez Narrows to the head of the bay.

Valdez Marine Terminal is on the S side of Port Valdez between Jackson Point and **Saw Island**, 0.8 mile to the W. It is the terminus of the Trans-Alaska Pipeline which carries crude oil S from Prudhoe Bay on the Arctic Ocean. The terminal and adjacent waters are within a **Safety Zone**. (See **165.1 through 165.8, 165.20, 165.23, and 165.1701**, chapter 2, for limits and regulations.)

Valdez is on the N shore of Port Valdez about 2 miles from its head. It is at the S end of **Richardson Highway**, which connects with Fairbanks 374 miles N, Anchorage 308 miles W, and Seward 434 miles SW. Open all year, the highway also links with the **Alaska Highway**.

The town of Valdez was formerly at the head of Port Valdez, but was relocated to its present site due to the extensive damage it suffered from the March 1964 earthquake. It is an important gateway to interior Alaska and is the northern most ice-free port in the Western Hemisphere. It serves as the southern terminus for the Trans-Alaska Pipeline, which provides 25% of all U.S. oil. It also has a commercial fishing fleet, and popular for tour and excursion boats.

Channels.—The approach to Valdez is deep and clear of dangers once through Valdez Narrows.

Anchorage.—There are no safe anchorages at Valdez due to the foul ground and high winds that prevail from the W during the afternoons of the summer season. Convenient anchorages in the approaches to Valdez Arm and Port Valdez have been described.

For limits and regulations of Special Anchorage Areas, see Orca Bay, earlier in this chapter and **\$110.1** and **\$110.233**, chapter 2.

Currents.—The tidal currents are too weak and variable to be predicted. In 1966, however, it was observed that noticeable currents from the Robe River discharging into the SE end of Port Valdez are created at times of low and high stages of the tide. This current affects the area of the Old Valdez waterfront. The current sets 000° with a maximum observed velocity of 2 to 3 knots flowing perpendicular to the ruins of the piers at Old Valdez.

In 1979, it was reported that the surface currents in Port Valdez had a maximum velocity of 0.5 to 1.0 knot.

Pilotage, Valdez.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

The Valdez pilot station is the "EMERALD ISLAND"; 91 feet long with black hull, white house. "EMERALD ISLAND" monitors VHF-FM channels 16 and 13, 24 hours daily. Contact the vessel directly. The Valdez pilot boats include: the "COLUMBIA", a 61-foot aluminum boat; the "SILVER BULLET", a 31-foot aluminum launch; and the "BARANOF II", a 43-foot trawler with a red hull and white house. All have the word Pilot forward. Vessels picking up a pilot should maintain a speed of about 8 to 10 knots and have the pilot ladder 5 feet above the water. The pilot boat displays the appropriate day and night signals when on duty.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Mar. 12/11
Corrected through LNM Mar. 01/11

HEIGHTS

Heights in feet above Mean High Water.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the land forms. They should not be relied upon as lines of equal elevation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

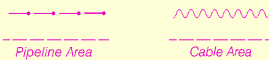
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Potato Point, AK	WNG-527	162.425 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Valdez, AK	WXJ-63	162.550 MHz
Cordova, AK	WXJ-79	162.400 MHz
Tripod Mountain, AK	WNG-715	162.450 MHz
East Point, AK	WNG-530	162.500 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.900" southward and 7.316" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:79,291 at Lat. 60°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

The area outlined in magenta is a National Marine Fisheries Service monitoring site. Marine activities are discouraged from infringing into the area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +4.3 feet at Port Gravina. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except in Port Valdez and Tatitlek Narrows is not known. Important changes from preliminary surveys of these two areas are charted.

NOTE E

CAUTION

During the calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.65 MHz).

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Snug Corner Cove, Port Fidalgo	(60°44'N/146°39'W)	feet 12.0	feet 11.0	feet 1.5
Landlocked Bay, Port Fidalgo	(60°51'N/146°32'W)	11.9	10.9	1.4
Rocky Point, Valdez Arm	(60°57'N/146°45'W)	12.1	11.1	1.5
Valdez, Port Valdez	(60°08'N/146°22'W)	12.2	11.2	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2011)



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

PORT FIDALGO AND VALDEZ ARM

Mercator Projection
Scale 1:79,291 at Lat. 60°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at
nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

HORIZONTAL DATUM
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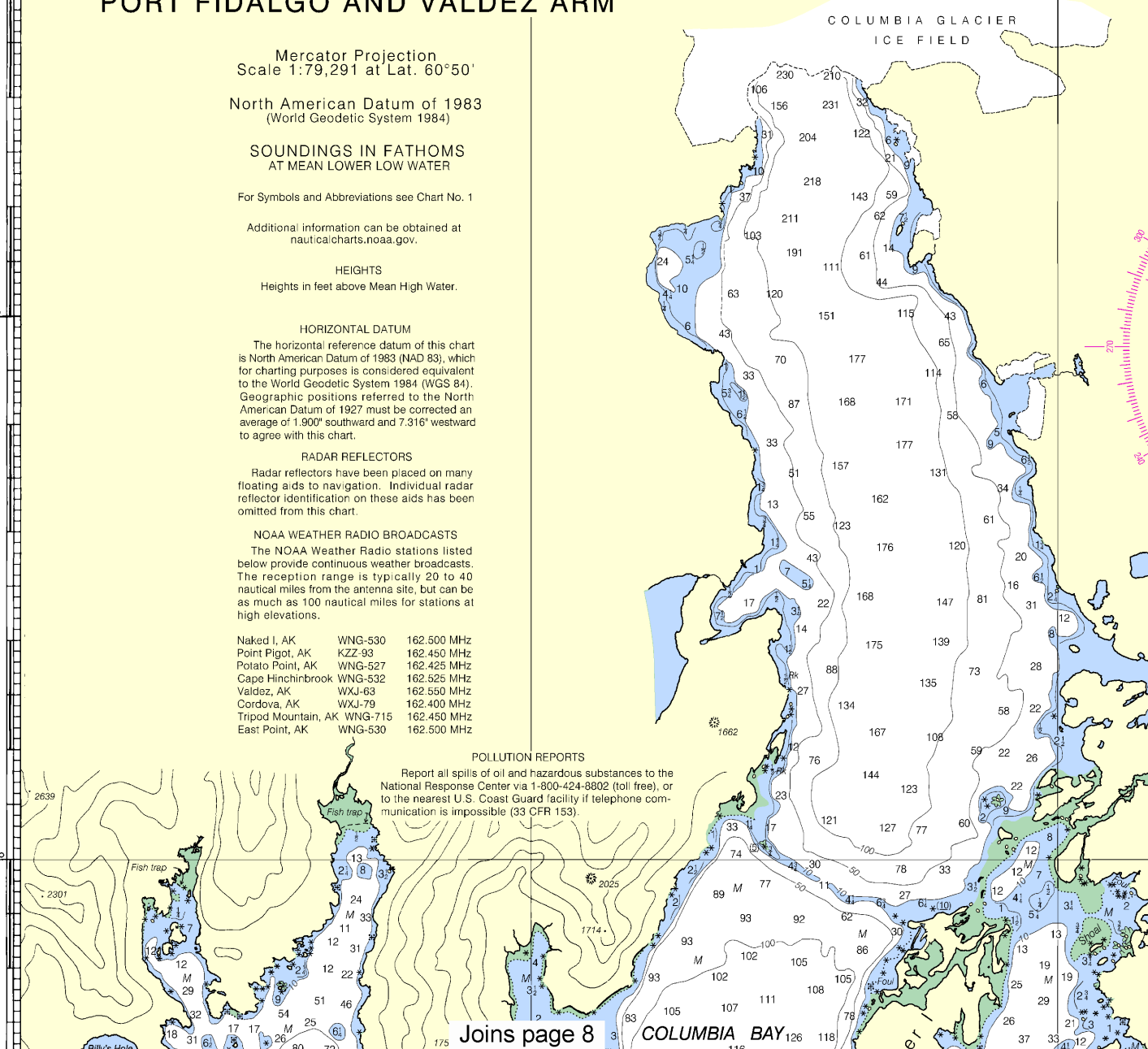
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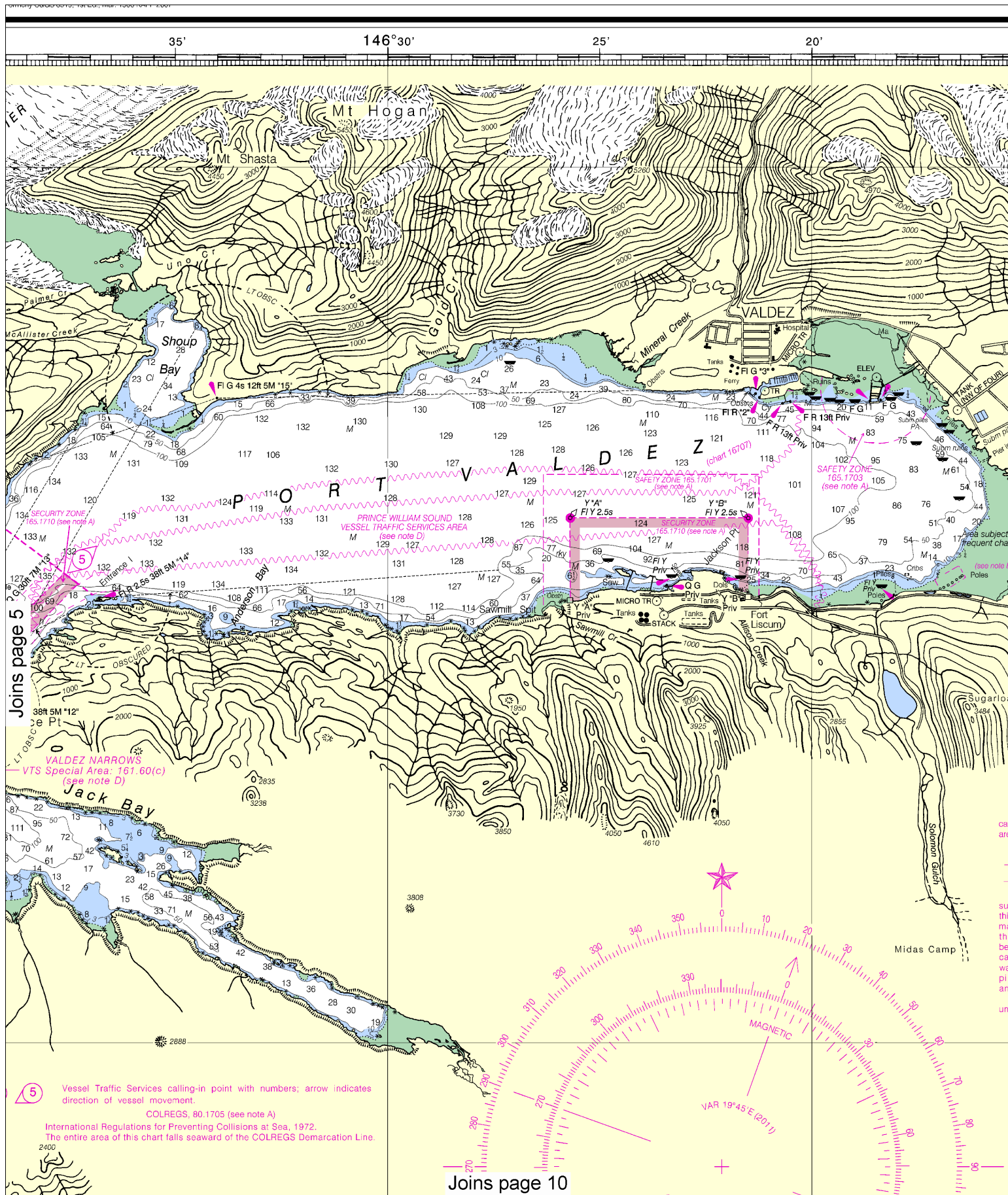
POLLUTION REPORTS
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NAME
Snug Corner of
Landlocked Bay
Rocky Point, V
Valdez, Port V
Dashes (---) indicate
tide prediction
(Jan 2011)



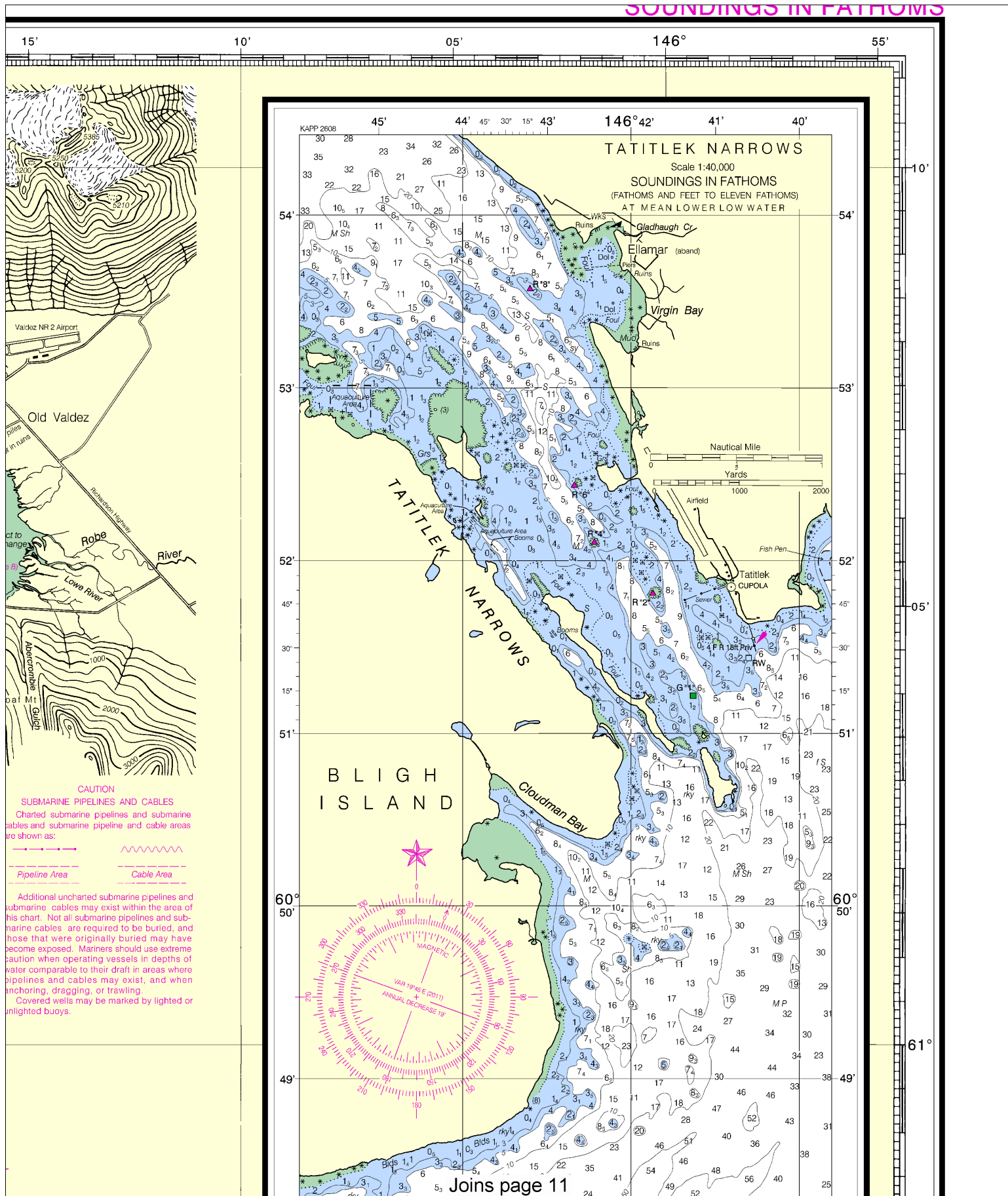
Joins page 8

COLUMBIA BAY

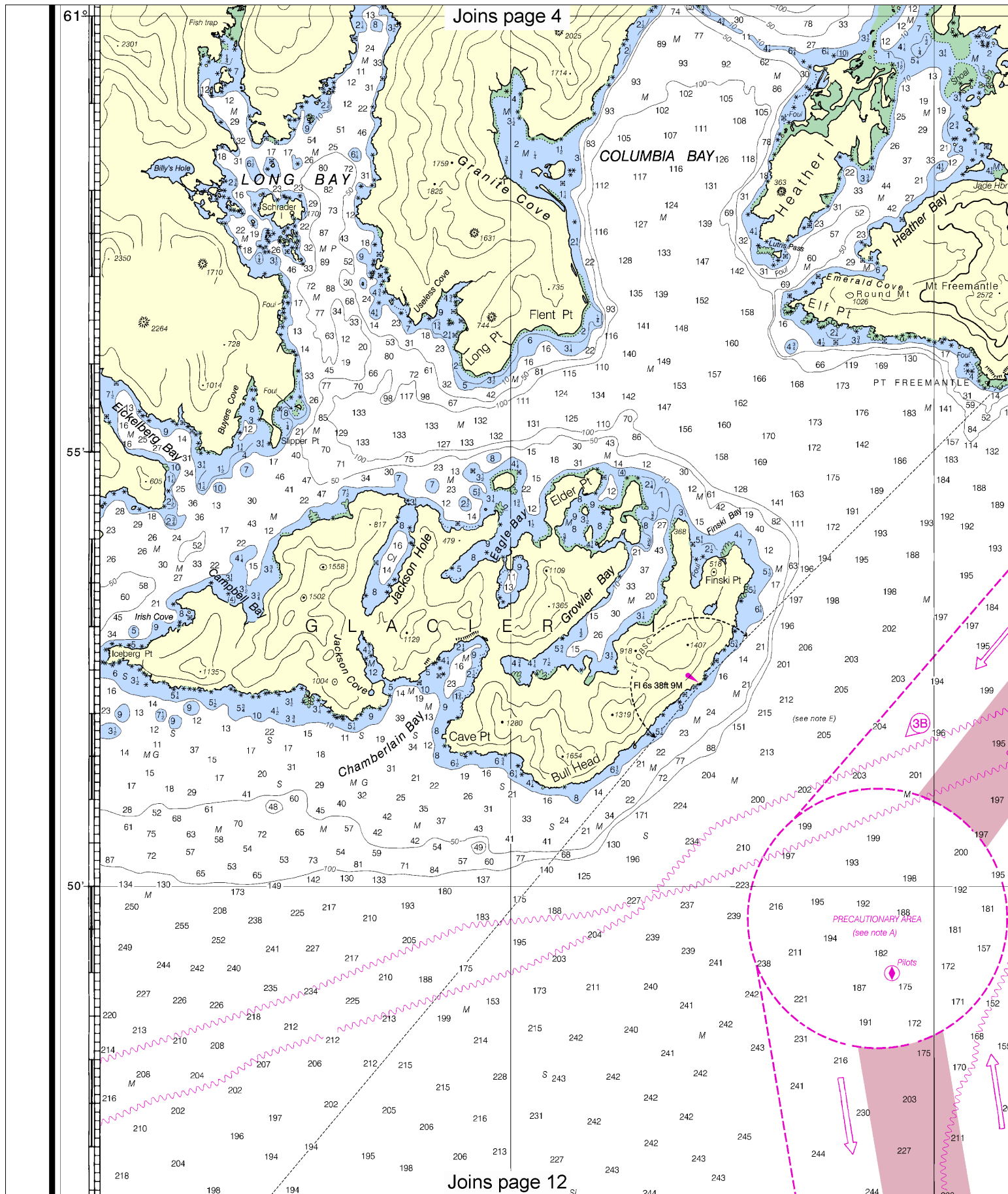


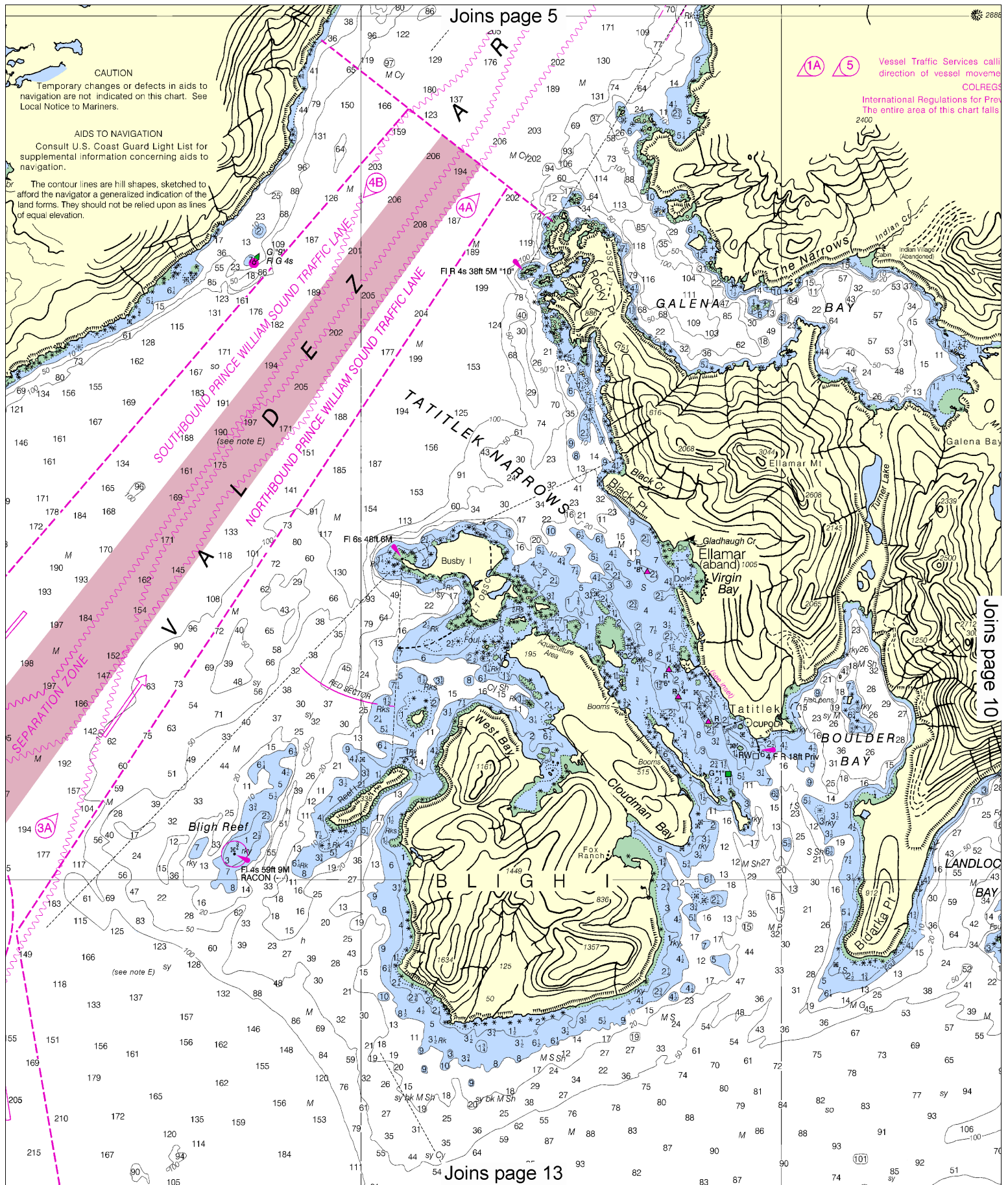
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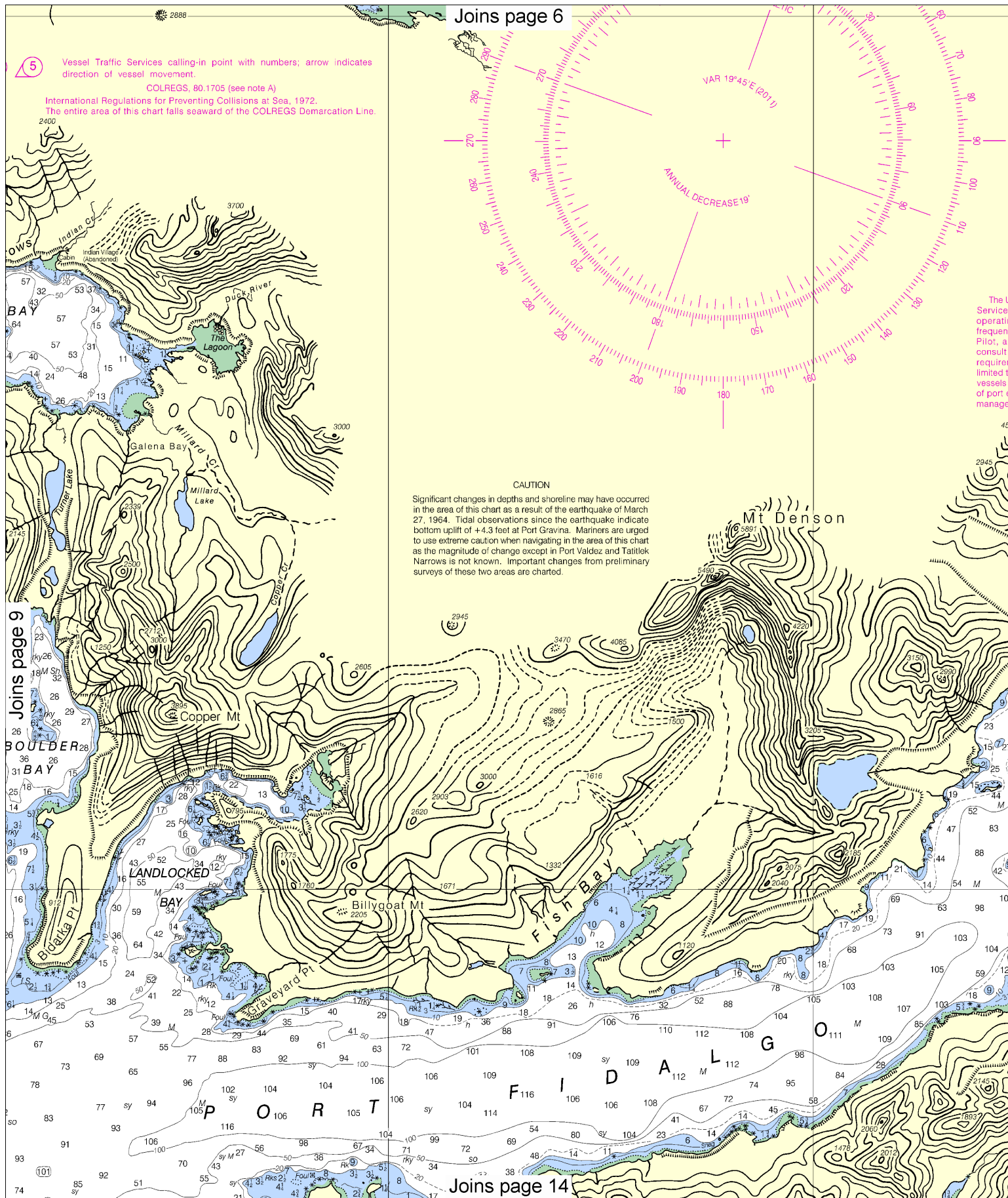
Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

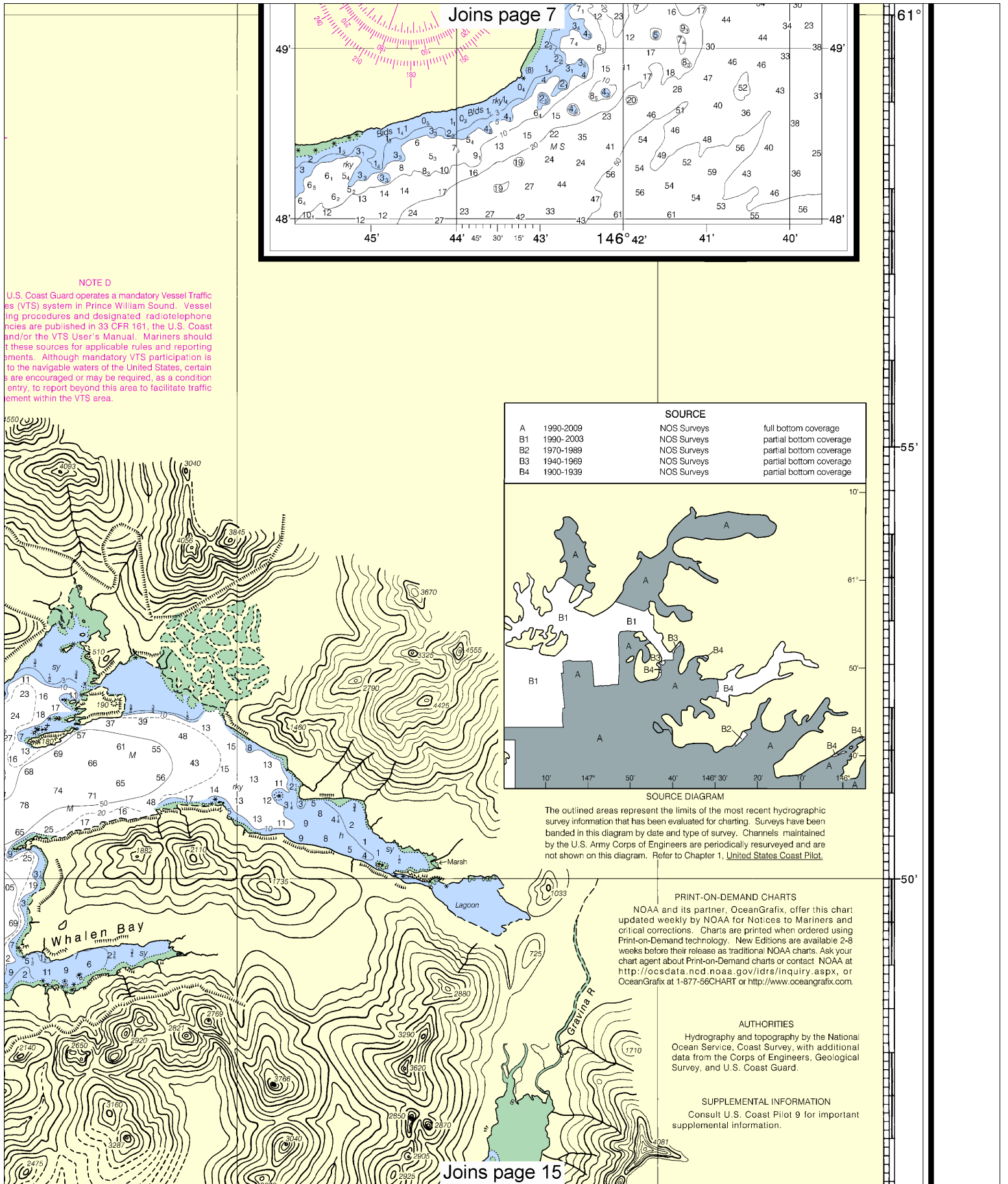


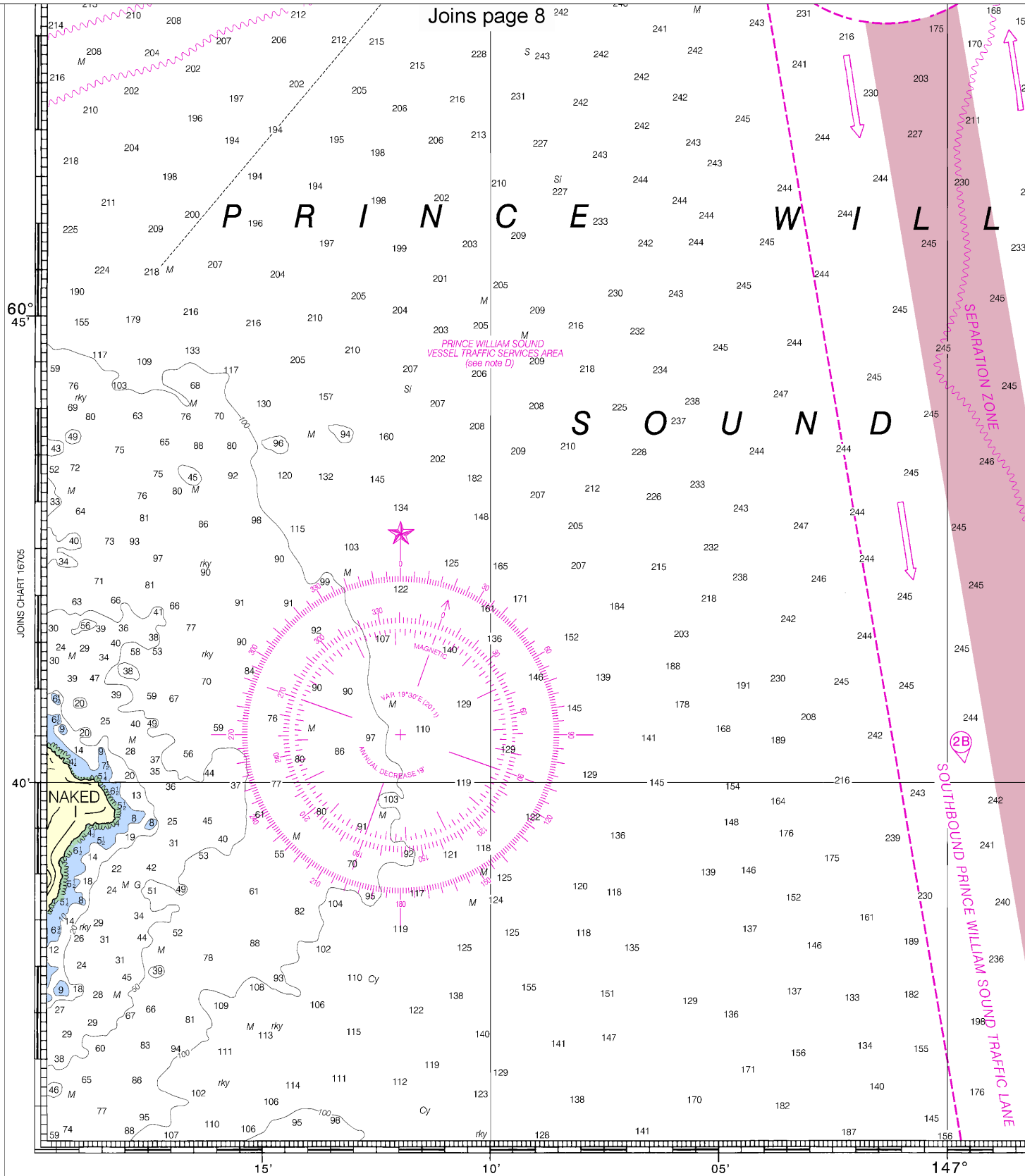




10

Note: Chart grid lines are aligned with true north.





28th Ed., Mar. / 11 ■ Corrected through NM Mar. 12/11
Corrected through LNM Mar. 01/11

16708

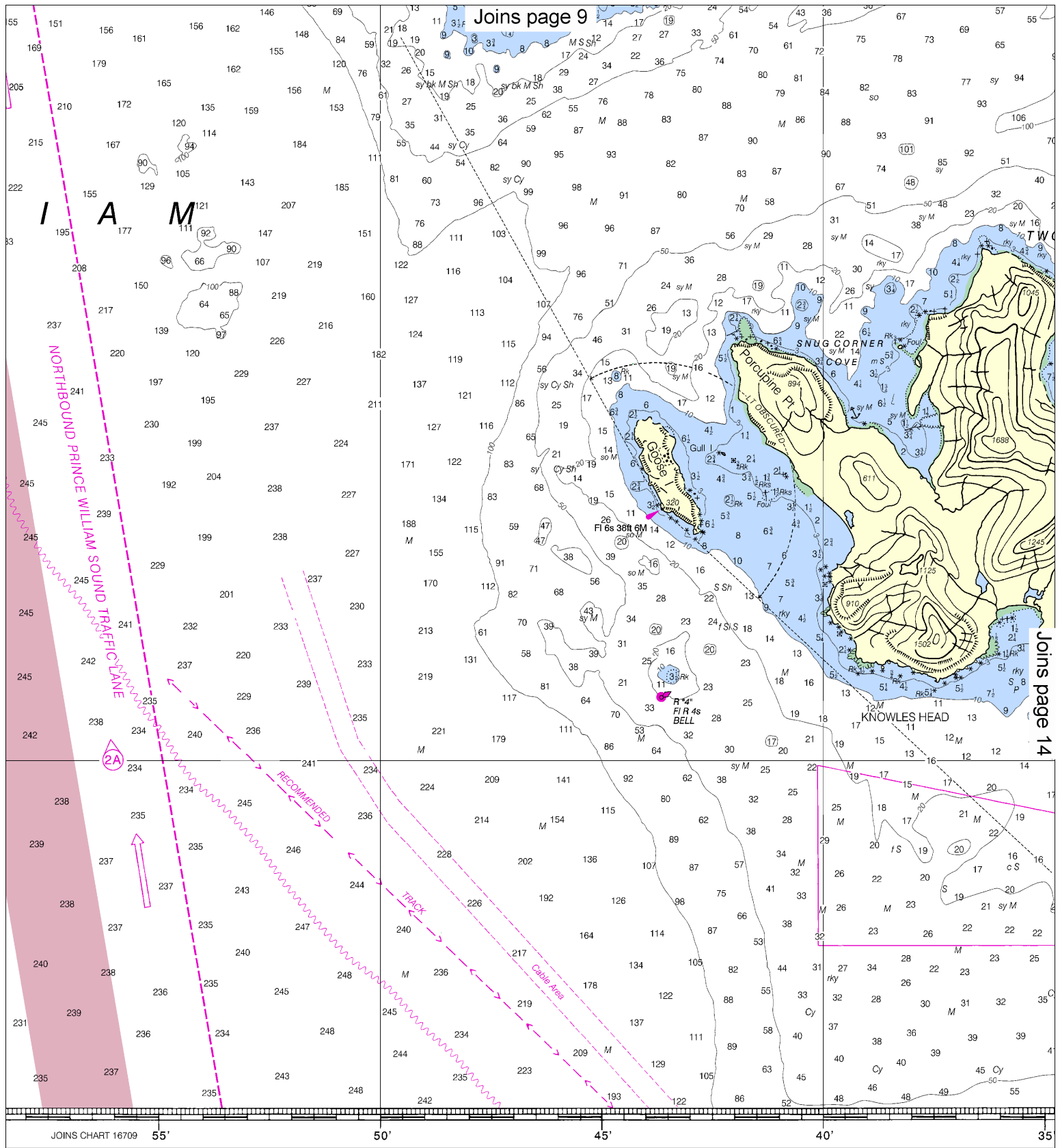
CAUTION

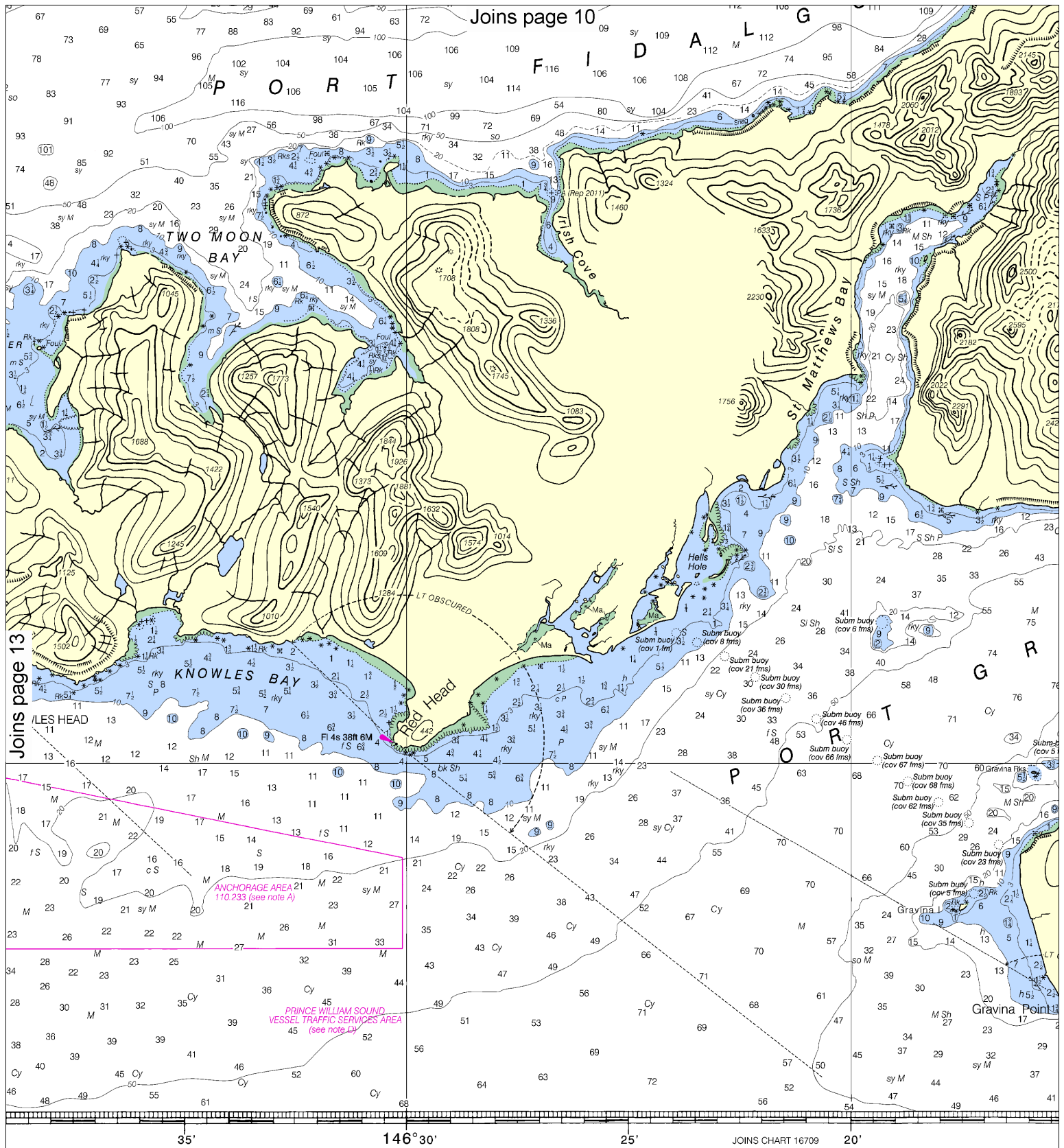
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additions, or deletions to the Chief, Marine Chart Division (N/CS2) Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.



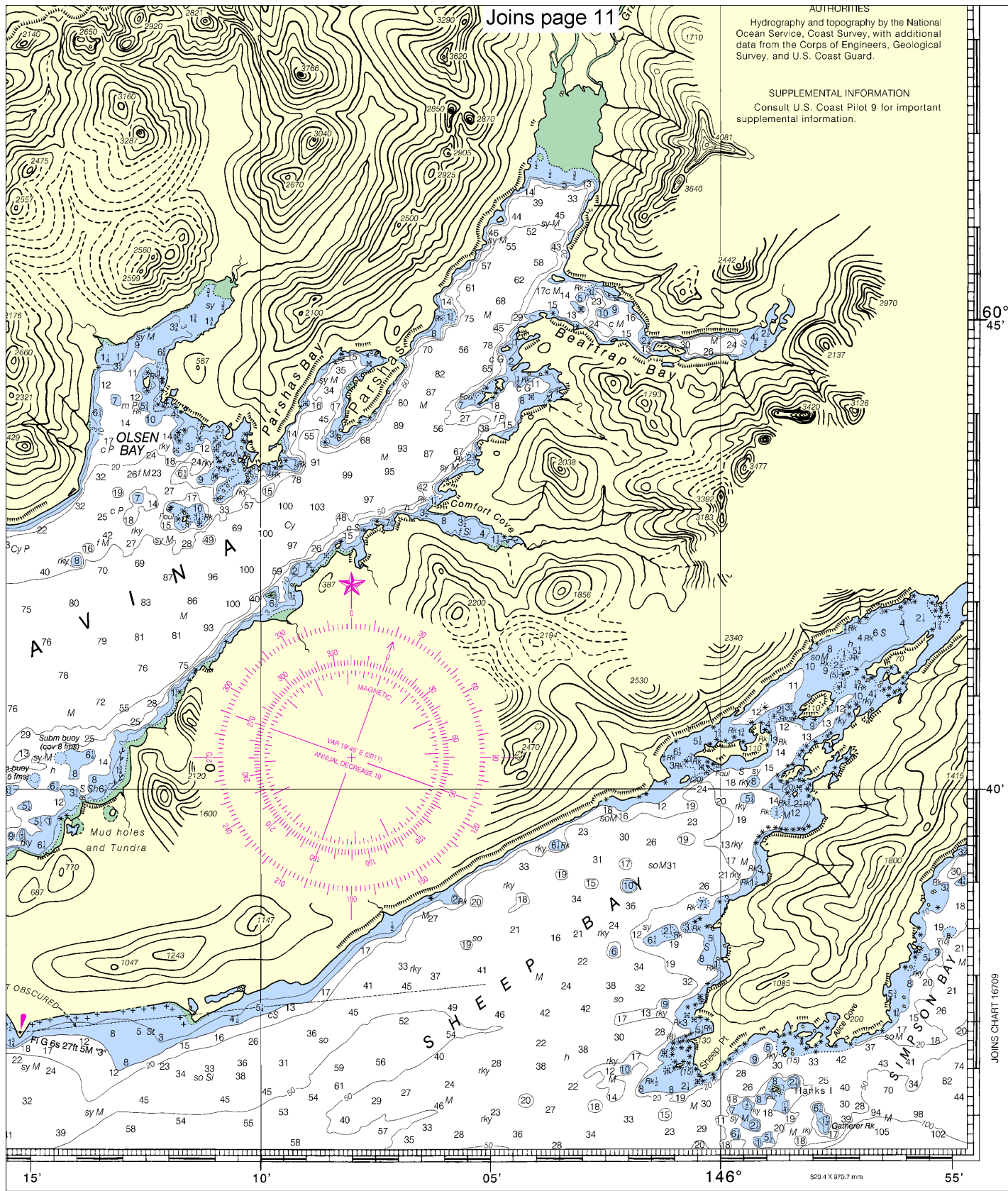


Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
MARITIME AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

14

Note: Chart grid
lines are aligned
with true north.



Joins page 11

AUTHORITIES
Hydrography and topography by the National
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data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important
supplemental information.

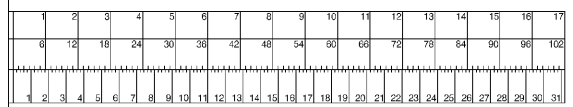
60°
45'

40'

JOINS CHART 16709



NSN 7642014011297
NSA REFERENCE NO. 16BCO16708



Port Fidalgo and Valdez Arm
SOUNDINGS IN FATHOMS - SCALE 1:79,291

16708

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

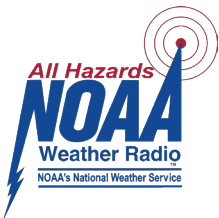
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

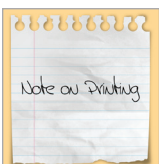
<http://www.nws.noaa.gov/nwr/>

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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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